



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

Legislative Analysis

Regional Transportation Committee

Thursday, January 13, 2005

9:30 AM

Commission Chamber

Charles Anderson, CPA
Commission Auditor

111 NW First Street, Suite 250
Miami, Florida 33128
305-375-4354

**Miami-Dade County Board of County Commissioners
Office of the Commission Auditor
Legislative Analysis**

A written analysis for the below item(s) are attached for your consideration. If you require further analysis of these or any other agenda items, please contact Gary Collins, Acting Chief Legislative Analyst, at (305) 375-1826.

Item 1(F)1 – Utilization of Surtax Funds for existing of "Pre-existing Transit Infrastructure, Programs, and/or Fleet.

Item 3(A) – Supplemental Agreement with HNTB Corp., for DEIS and FEIS services on North Corridor Project.

Acknowledgements:

Report prepared by Timothy Riera-Gomez, Senior Legislative Analyst
Bia Marsellos, Legislative Analyst
Jason Smith, Legislative Analyst

LEGISLATIVE ANALYSIS

RESOLUTION APPROVING AN AMENDMENT TO THE PEOPLES TRANSPORTATION PLAN TO INCLUDE THE USE OF CHARTER COUNTY TRANSIT SYSTEM SURTAX FUNDS FOR EXISTING MIAMI-DADE TRANSIT SERVICE FOR AN INTERGRATED SYSTEM

County Manager

I. SUMMARY

This item proposes an amendment to the Peoples Transportation Plan (PTP), allowing that revenues derived from the Charter County Transit Surtax (Surtax) may be utilized on projects and programs that were a part of the Countywide Transportation System as it existed prior to the passage of the Surtax.

The Manager feels these amendments are necessary in order to move forward with the plan in an expeditious manner.

Further, the report contains an attached "White Paper", developed by the Manager along with Surface Transportation Manager Carlos Bonzon. The White Paper details the need for PTP funds to be combined with all other revenue sources utilized by Miami-Dade Transit (MDT) in order to move the new projects forward while also maintaining a better level of service for programs that existed prior to the passage of the PTP and associated Surtax.

II. PRESENT SITUATION

On November 5, 2002 the voters of Miami-Dade County approved a .5 cent "Surtax" for transportation improvements in Miami-Dade County. This Surtax was anticipated to generate upwards of \$150 million to be utilized for these improvements. Leading up to the referendum, employees of Miami-Dade County along with community leaders and citizens held a series of workshops to develop a plan that would meet the needs of the County. From these community meetings, the Peoples Transportation Plan was developed.

Subsequent to these community meetings, and prior to the referendum, the Board of County Commissioners (BCC) approved the PTP as the outline to follow in order to best utilize the monies derived from the proposed Surtax. This plan specified that all monies generated from this Transportation Surtax shall be held in an account separate from all other revenues utilized by the user Departments, to be used for transportation improvements contained in a long term plan developed in conjunction with Metropolitan Planning Organization (MPO).

Through a number of Agenda Items brought before the BCC since the passage of the Surtax, the issue has been raised as to whether Surtax monies should be used for solely

TRC ITEM 1(F)1

January 13, 2005

for the expansion projects related to the countywide transit and transportation infrastructure, or whether these funds could or should be utilized to subsidize programs that were in existence prior to the creation of the Surtax. The Commission has voted on at least two (2) occasions (Misc. Capital Improvements in October of 2003 and STS improvements in November of 2004) to utilize Surtax funds on pre-existing programs.

Some members of the community, as well as local media, have expressed that using the Surtax monies for existing programs and deficits was not how the PTP was sold to the citizens of Miami-Dade County. However, the County Manager and MDT contend that the existing transit infrastructure needed to be properly maintained with a series of "one time fixes" prior to expansion of the entire system.

The BCC also approved the creation of the Citizens Independent Transportation Trust (CITT) to oversee the expenditure of surtax funds. Any amendments to the original PTP would need to be approved by the CITT prior final approval by the BCC. If the CITT does not approve any amendment, the BCC could override the CITT decision with a 2/3 vote.

III. POLICY CHANGE AND IMPLICATION

This report recommends amendments to the PTP that would further allow that Surtax monies be utilized to subsidize the system as it existed prior to the passage of the PTP.

The White Paper associated with this report maintains that Surtax monies must be utilized in conjunction with all other monies in order to improve the existing infrastructure as well as expand the transportation system as a whole.

These proposed amendments were approved by the CITT Budget & Finance Committee on December 17, 2004.

There may be some public outcry with regards to how the PTP was presented to the citizens of Miami-Dade County prior to the vote on November 5, 2002.

IV. ECONOMIC IMPACT

One specific impact recommended in this report is \$23.9 million in Surtax funds to be used to cover a FY 2001-2002 deficit on existing services. **This shortfall was prior to the passage of the PTP.**

Any monies utilized for existing programs or any expanded programs that were not explicitly contained in the original PTP and associated pro-forma, will necessitate an amendment to the plan to be presented to the BCC. The Board must consider that funds spent on unanticipated shortfalls to current programs, or unanticipated costs to the expansion of the Rail System, will have a direct negative effect on the County's ability to provide what was presented to the community prior to, and on, November 5, 2002.

TRC ITEM 1(F)1

January 13, 2005

Further this report recommend that the General Fund Subsidy allocated to MDT, know as the Maintenance of Effort (MOE) increase by 3.5 percent annually to cover the rising costs of existing programs. This increase would begin after a \$2 million baseline increase is added to the MOE subsidy for FY 2004-05. **However, this increase is not reflected in the pro-forma provided to you today as an attachment to this item. (SEE Attach. A pg1, line 3 under revenues)**

V. COMMENTS AND QUESTIONS

Attachment A, handwritten pg. 19, contains a list of Rail Improvement Costs. These figures do not seem consistent with previous cost assumptions that have been presented to this Board.

On the same page (Attach. A pg. 2) there are also projections related to "Fare Box Recovery" rations. These assumptions also do not seem consistent with the reality of current ridership.

Further, the current pro-forma relies on a 50% Federal and 25% State funding agreement on all major corridor projects.

Attachment 1 details the Capital Improvement projects approved to be funded by the Surtax on October 7, 2003.

Attachment 1

Projects to be funded by the PTP
(in thousands)

Mover Veh. Rehab	15,400
Bus Washers & Vac. Repl	4,619
TestTrack for Metrorail	4,000
Station Refurbishments	12,000
Paint Facilities	4,061
Replace Escalators	4,686
Replace Elevators	2,930
Guideway Painting	5,500
Replac Hydraulic Lift	2,600
Replace Piston lift	1,000
Metrorail Piers Coating	5,000
Metrorail Piers Grounding	250
Bus Preventive Maintenance	2,164
Replacement of Accoustical Barrier	2,500
Replace Rail Vehicle Wash	1,000
Rail F & G Inspections	2,700
Facilities Roof Proj.	6,484
Fare Collection Replac	50,000
Upgrade Illumination	2,982
Rail Midlife Rehab.	188,830
Enhancements	14,514
Additional Pedestrian overpass (4)	10,000
Additional Metrorail Crossovers	10,000
Additional Bus Garage	44,000
Total	397,220

LEGISLATIVE ANALYSIS

FOURTH SUPPLEMENTAL AGREEMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH HNTB CORPORATION, CONTRACT NO. TA00-FEIS, RE-EVALUATION OF THE NORTH CORRIDOR FINAL ENVIRONMENTAL IMPACT STATEMENT

Miami-Dade Transit

I. SUMMARY

This Supplement (No. 4) would add \$815,547 and a twelve (12) month time extension to the Professional Service Agreement (PSA) with HNTB Corp., for the development of a Supplemental Draft Environmental Impact Study (DEIS) and a re-evaluation of the Final Environmental Impact Study (FEIS) associated with the North Corridor Metrorail Project.

II. PRESENT SITUATION

The Federal Transit Administration (FTA) has asked Miami-Dade Transit (MDT) to re-submit a Supplemental DEIS reflecting present day conditions along the North (27th Ave) Corridor.

- May 25, 1999, Parsons Brinkerhoff Quade & Douglas is awarded Supplemental PSA for environmental impact statement preparation for North Corridor project.
- November 30, 2004, HNTB Corp. was approved by the Board of County Commissioners to provide preliminary engineering services for the East/West Corridor Project with a contract ceiling amount of \$29.9 million.
- December 10, 2004, Parsons Transportation Group (different company than PBQ&D) was approved to be awarded a consultant contract for preliminary engineering work on the North Corridor project. (Contract Ceiling \$12.9 million)
- January 13, 2005, Transportation Committee is asked to approve extension with HNTB Corp., for Supplemental DEIS and FEIS environmental impact statements for North Corridor project.

III. POLICY CHANGE AND IMPLICATION

None

IV. ECONOMIC IMPACT

Increase of \$ 815,547 (or 69.9%) to contract amount.

The funding source identifies 50% Federal, 25% State and 25% PTP monies for this contract. However, since no funding agreements have been agreed to with the Federal or State Agencies, the initial and only dedicated source for funding for these types of services is the PTP Surtax.

V. QUESTIONS AND COMMENTS

As with projects this large, that have been around for many years, the Board can expect that many different companies may have done similar work on the same projects.

However, PBQ&D, HNTB Corp., and Parsons Transportation Group, all have responsibilities on at least one, if not multiple corridor projects. Although this may foster familiarity with said projects, there is also the competitive nature of the consulting business, where too many consultants on one project may hamper the project.

Currently:

HNTB, Corp. - has a piece of North Corridor project, as listed in this item, and is Lead Consultant for preliminary engineering for East/West Corridor (as of November 30, 2004).

Parsons Trans, Group - Lead Consultant for preliminary engineering on North Corridor.

PBQ & D – Being brought to the BCC as recommended “Super-consultant” over all corridor projects. Has also been acting as consultant on North Corridor since mid 90’s.